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SOURCE Wen-hui Pao.

MINISTRY RELEASES PARTIAL TEXT
OF 1950 RR RECONSTRUCTION PLANS

The partial text of the 1950 railroad reconstruction plan, released by the Minister of Railways on 28 January 1950, is as follows:

1. Technical Improvements

a. Turnaround Time of Cars

1949 average, about 4 days
1950 plan, 3.72 days

b. Volume of Freight and Passengers

Transported in 1949, 48,227,116 tons; 86,017,587 persons
1950 plan, 96,491,978 tons; 167,195,000 persons

2. Improvements on Lines

a. Repairs -- totaling 1,074.3 kilometers

Chin-chou to Ku-pei-k'ou line, 505.24 kilometers
Between P'ing-wang and Hsin-hsien on the northern portion of the Ta-t'ung--Feng-ling-tu line, 258 kilometers
Between Huai-yuan and Nan-ning on the Heng-yang--Kuei-lin--Kuei-yang line, 50 kilometers
Kuei-ch'i to Lo-p'ing branch on the Hang-chou--P'ing-hsiang line, 99 kilometers
Lin-ch'eng--T'ai-erh-chuang branch, between Shan-chia-lin and Yi-hsien on the T'ien-ching--P'u-k'ou line, 31.31 kilometers
Chin-ku-yuan (34 47 N, 112 24 E) branch on the Lung-Hai line, 32.5 kilometers
An-yuan (27 37 N, 113 34 E) branch on the Hang-chou--P'ing-hsiang line, 8.5 kilometers

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Tzu-hsing (25 58 N, 113 20 E) branch on the Yueh-Han line,
43.75 kilometers
Chin-hsi (40 56 N, 120 38 E) and Yang-chang-tzu branch on the Shan-
hai-kuan to Shen-yang line, 46 kilometers

b. Double Tracking -- totaling 613 kilometers

Ch'ang-ch'un to An-shan, 286 kilometers
Shan-hai-kuan to Chin-chou, 184 kilometers
T'ien-ching to Shan-hai-kuan, 143 kilometers

c. Relocation of Lines

Between Cheng-chou and K'ai-feng, 37 kilometers
Between Han-tan and Tz'u hsien (in Hopeh), 43 kilometers

d. Lengthening of Sidings and Spurs -- totaling 458.98 kilometers

Sidings, 392.98 kilometers
Connecting tracks, 15 kilometers
Spurs within stations, 21 kilometers
Spurs to mines, 27 kilometers
Spurs to factories, 3 kilometers

e. Repairs on Bridges (excluding those on the Chin-chou to Ku-pei-k'ou
line) -- 41.53 kilometers

Permanent bridges, (1,633 bridges) 37.338 kilometers
Temporary bridges, 4.192 kilometers

3. New Construction

a. T'ien-shui--Lan-chou Line and Ta-t'ung--T'ang-ku Line

b. Bridges to be built across the Huang Ho near Cheng-chou, and across
the Ch'ang Chiang at Han-k'ou

4. Repairs to and Building of Locomotives and Rolling Stock

To be repaired -- 500 locomotives, 577 passenger cars, and 4,422 freight
cars

To be built -- 1,500 freight cars

5. Railroad Shops and Factories

To be repaired:

Chu-chou shops
Wu-ch'ang rolling-stock factory
Ssu-fang shops
Ch'ang-hsin-tien shops
T'ang-shan shops

To be rebuilt:

San-chiao shops

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To be enlarged:

Feng-t'ai bridge-material factory
Shan-hai-kuan bridge-material factory
T'ien-ching iron and steel parts factory
Chang-chuang signaling-apparatus factory
Hsin-ho railroad-material factory

To be built:

One railroad tie-treating plant

6. Increasing of communication apparatus, and repairing of locomotive inspection stations, water towers, power plants, and transformers.

7. Total income from operation of railroads (excluding Northeast) -- the equivalent of 2,500,000 tons of millet. Government subsidy for railroads -- the equivalent of one million tons of millet.

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